**­STATE OF MAINE**

**Department of Agriculture, Conservation, & Forestry**

*Bureau of Parks and Lands-Boating Facilities Division*



**RFP# 202112197**

**22 Foot Buoy Tender**

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| --- | --- |
| **RFP Coordinator** | *All communication regarding the RFP must be made through the RFP Coordinator identified below*.**Name:** Heather Seiders **Title:** Outdoor Recreation Planner**Contact Information:** Heather.Seiders@maine.gov  |
| **Submitted Questions Due** | *All questions must be received by the RFP Coordinator identified above by:***Date:** January 25, 2022, no later than 11:59 p.m., local time |
| **Proposal Submission** | *Proposals must be received by the Division of Procurement Services by:***Submission Deadline:** February 9, 2022, no later than 11:59 p.m., local time.*Proposals must be submitted electronically to the following address:***Electronic (e-mail) Submission Address:** Proposals@maine.gov |

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PUBLIC NOTICE

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**State of Maine**

**Department of Agriculture, Conservation & Forestry**

**RFP# 202112197**

**22 Foot Buoy Tender**

The State of Maine is seeking proposals for a 22-foot buoy tender. The vessel shall be constructed meeting or exceeding the specifications outlined in the RFP.

A copy of the RFP, as well as the Question & Answer Summary and all amendments related to the RFP, can be obtained at: <https://www.maine.gov/dafs/bbm/procurementservices/vendors/rfps>

Proposals must be submitted to the State of Maine Division of Procurement Services, via e-mail, at: Proposals@maine.gov. Proposal submissions must be received no later than 11:59 p.m., local time, on February 9, 2022. Proposals will be opened the following business day. Proposals not submitted to the Division of Procurement Services’ aforementioned e-mail address by the aforementioned deadline will not be considered for contract award.

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**State of Maine - Department of Agriculture, Conservation & Forestry**

*Bureau of Parks and Lands – Boating Facilities Division*

**RFP# 202112197**

**22 Foot Buoy Tender**

**PART I INTRODUCTION**

1. **Purpose and Background**

The Department of Agriculture, Conservation & Forestry (Department) is seeking proposals to provide a 22-foot buoy tender as defined in this Request for Proposal (RFP) document. This document provides instructions for submitting proposals, the procedure and criteria by which the awarded Bidder will be selected, and the contractual terms which will govern the relationship between the State of Maine (State) and the awarded Bidder.

The Department is responsible for the placement and maintenance of over 2,400 navigational buoys on over 40 bodies of water within the State of Maine. This requires a vessel that will provide a safe, stable, and efficient platform to work from, as well as a design that allows for transport, installation, and removal of buoys and anchors. This type of work requires specialized equipment for lifting weights up to 300 pounds.

This work begins in early spring and continues until late fall. Crews work long days and are required to trailer the boat long distances daily. Crews are responsible for buoys as far south as Mousam Lake in York County and north to Long Lake in St. Agatha in Aroostook County, on bodies of water that range in size from 728 acres to 74,890 acres.

This new buoy tender will replace one of the Department’s main work boats, a 1986 Boston Whaler, which was specially designed to meet the needs required for this type of work. This boat will be retired due to age, condition, and ongoing mechanical issues.

The Department has worked with Response Marine to develop a design that incorporates the needs of our program. The buoy tender will be a modified Vee hull, 5086 alloy aluminum construction, twin 115 HP Yamaha outboards, fuel capacity of 129 gallon in-deck fuel tank, helm console located near the bow, leaning post with aft-facing seat, two electric 1100 GPH bilge pumps, wiring and female davit socket for a davit and winch, washdown system, 12 volt bow thruster, side dive door, marine navigation electronics package (supplied by the Department), and include an appropriately sized Boatmaster tandem axle trailer.

1. **General Provisions**
	1. From the time the RFP is issued until award notification is made, all contact with the State regarding the RFP must be made through the RFP Coordinator. No other person/ State employee is empowered to make binding statements regarding the RFP. Violation of this provision may lead to disqualification from the bidding process, at the State’s discretion.
	2. Issuance of the RFP does not commit the Department to issue an award or to pay expenses incurred by a Bidder in the preparation of a response to the RFP. This includes attendance at personal interviews or other meetings and software or system demonstrations, where applicable.
	3. All proposals must adhere to the instructions and format requirements outlined in the RFP and all written supplements and amendments (such as the Summary of Questions and Answers), issued by the Department. Proposals are to follow the format and respond to all questions and instructions specified below in the “Proposal Submission Requirements” section of the RFP.
	4. Bidders will take careful note that in evaluating a proposal submitted in response to the RFP, the Department will consider materials provided in the proposal, information obtained through interviews/presentations (if any), and internal Departmental information of previous contract history with the Bidder (if any). The Department also reserves the right to consider other reliable references and publicly available information in evaluating a Bidder’s experience and capabilities.
	5. The proposal must be signed by a person authorized to legally bind the Bidder and must contain a statement that the proposal and the pricing contained therein will remain valid and binding for a period of 270 days from the date and time of the bid opening.
	6. The RFP and the awarded Bidder’s proposal, including all appendices or attachments, will be the basis for the final contract, as determined by the Department.
	7. Following announcement of an award decision, all submissions in response to this RFP will be public records, available for public inspection pursuant to the State of Maine Freedom of Access Act (FOAA) ([1 M.R.S. § 401](http://www.mainelegislature.org/legis/statutes/1/title1sec401.html) et seq.).
	8. The Department, at its sole discretion, reserves the right to recognize and waive minor informalities and irregularities found in proposals received in response to the RFP.
	9. All applicable laws, whether or not herein contained, are included by this reference. It is the Bidder’s responsibility to determine the applicability and requirements of any such laws and to abide by them.

1. **Contract Term**

The Department is seeking a cost-efficient proposal to provide services, as defined in the RFP, for the anticipated contract period defined in the table below. Please note, the dates below are estimated and may be adjusted, as necessary, in order to comply with all procedural requirements associated with the RFP and the contracting process. The actual contract start date will be established by a completed and approved contract.

The term of the anticipated contract, resulting from the RFP, is defined as follows:

|  |  |  |
| --- | --- | --- |
| **Period** | **Start Date** | **End Date** |
| Initial Period of Performance | March 7, 2022 | March 6, 2023 |

1. **Number of Awards**

The Department anticipates making one (1) award as a result of the RFP process.

**PART II SCOPE OF SERVICES TO BE PROVIDED**

1. Intended Use

The 22’ buoy tender will be operated within inland waters of varying sizes and depths in the State of Maine between the months of April and November. Crews will often be required to trailer the boat long distances and be on the water for long periods of time. This vessel will need to provide a safe, stable work platform for the operation of a radial arm davit with a 300lb. capacity. The boat will be used to carry multiple buoys and anchors for installation or replacement of equipment currently deployed on over 40 bodies of water

1. Trailer

A Boatmaster tandem axle trailer with 7,000lb gross vehicle weight rating, 5,800lb net carrying capacity and 3,500lb galvanized Dura-Flex Torsion Axles shall be included.

1. Vessel Requirements

The following outlines the general requirements of the vessel. Refer to the technical specifications in **Appendix F** for specific features and requirements.

* 1. The vessel shall be a newly constructed Response Marine Design #622 22-foot buoy tender of specified design.
	2. The vessel must be capable of being trailered safely over the road with a 1-ton truck and must meet U.S. Department of Transportation and State of Maine Motor Vehicle law requirements pertaining to transportation over public roadways without requiring permits for weight, width, or height.
	3. The vessel shall include twin 115 Yamaha outboards and a 129 gallon in-deck fuel tank.
	4. The vessel shall have a helm console located near the bow with a leaning post and aft-facing seat.
	5. The vessel shall have two electric 1,100 GPH bilge pumps.
	6. The vessel shall have wiring and female davit socket for a davit and winch supplied by the Department.
	7. There shall be a washdown system and 12 volt bow thruster.
	8. The vessel shall have wiring for a marine navigation electronics package supplied by the Department.
	9. All outfitting equipment, rigging systems, equipment, as well as the construction of the vessel, shall be in accordance with American Boat Yacht Council Standards (ABYC) and United States Coast Guard [33 CFR](https://www.ecfr.gov/current/title-33) and [46 CFR](https://www.ecfr.gov/current/title-46), as applicable. This work must be completed by ABYC certified technicians.
	10. Vessel hull construction techniques must include:
		1. the use of 5086 or 5083 ally aluminum,
		2. welded aluminum construction featuring both transverse and longitudinal framing,
		3. all welding is to be completed by AWS D1.2 certified welders,
		4. all hull parts, main hull structural parts and deck parts shall be CAD designed, CAD lofted, and NC Cut,
		5. hull structural members shall have interlocking, NC cut notches to ensure correct alignment and structural integrity,
		6. two watertight bulkheads,
		7. all hull skin and structural welds shall be made with pulse on pulse welding,
		8. beds, knees, and other heavy-duty reinforcements shall be provided in areas of high stress such as engines and lifting areas,
		9. all underwater seams shall be continuously welded inside and outside,
		10. all non-watertight frames and stiffeners shall be welded staggered intermittent,
		11. all watertight bulkheads and compartments shall be fully welded on at least one side and may be stitched on the opposite site,
		12. side dive door shall be fabricated after initial sea trials.
	11. Representatives of the Department shall require up to two (2) site visits/month (not including sea trials) to review equipment installations, inspect progress of work, and discuss other potential issues. They shall have the right to reject materials and workmanship that do not conform to the specifications. Inspections shall take place during normal business hours.
	12. Whether or not inspections are made, the selected Bidder shall not be relieved of any obligation to furnish material and workmanship strictly in accordance with specifications.
	13. Scantlings shall be:

|  |  |  |
| --- | --- | --- |
| Item | Dimension |  Alloy |
| Keelson | .375" x 4.5” NC Cut Plate | 5086 H116 |
| Transverse Bottom Frames |  5" x .190” w/ formed or welded1.5" x .190 Flange | 5086 H1166061 T6 |
| Bulkheads | .190" Sheet | 5086 H116 |
| Longitudinals- Bottom | 3.5” x .25" NC Cut Flat Bar | 5086 H116 |
| Longitudinals- Deck | 1.5" x .188” Sq. Tube | 6061 T6 |
| Longitudinals- Topsides, forward | 3" x .25"NC Cut Flat Bar | 5086 H116 |
| Longitudinals- Topsides, aft | 4" x 1.5” x .190” formed angle(shelf stringer) | 5086 H116 |
| Bottom Plating  | .250" Plate | 5086 H116 |
| Chine Bar | .250" Plate | 5086 H116 |
| Topside Plating | .190" Sheet | 5086 H116 |
| Transom | .375" Plate | 5086 H116 |
| Working Deck | .190" Sheet | 5086 H116 |
| Side & Fore Decks | .190" Sheet | 5086 H116 |
| Side Deck & 3” Coaming in Cockpit | .190" Plate | 5086 H116 |
| Fuel Tank | .190" Sheet | 5052 H32 |
| Helm Console & Lean Post | .125” & .190” Sheet | 5052 H32 |
|  |  |  |
| Pipe & Tubing | Primarily Schedule 40 | 6061 & 6063 T6 |

1. Bidder Requirements
	1. The selected Bidder must be located within 120 miles one-way driving distance from Richmond, ME.
	2. The selected Bidder shall have a successful track record of at least 100 vessels built.
	3. The Bidder shall have and maintain a certified quality management system (QMS). Preference shall be given to suppliers who have a QMS certified to the current revision of ISO9001.
2. Technical Specifications and Equipment Requirements

The vessel shall be constructed to the minimum technical specifications and equipment detailed in **Appendix F.**

1. Sea Trial

The selected Bidder will provide a preliminary Sea Trial of up to two (2) hours on the water with the boat fully operational and loaded by the Department with pertinent gear and equipment. The selected Bidder shall be responsible for the safe operation of the trial and provide the vessel with half fuel and qualified boat operator for the extent of the trials. During this time, the davit and door operation shall be optimized by the selected Bidder and two (2) Department representatives.

If the trials reveal any failure of the vessel, the selected Bidder shall take corrective action and shall make all further sea trials and tests necessary to demonstrate compliance with the awarded contract.

The selected Bidder shall perform vessel acceptance trials which will consist of up to four (4) hours on the water at or near the selected Bidders’ facility. During the trials, all specifications shall be verified, and all equipment and systems of the vessel shall be fully functioning. Prior to the trials, Department representatives shall be given access to the vessel in order to load and install any equipment that is pertinent to trialing the vessel in normal operating condition.

1. Delivery

The vessel shall be delivered to a representative of the Department at the Richmond Maintenance Facility, 1009 Brunswick Road, Richmond, Maine 04357. The vessel must be delivered within nine (9) months after the award of the contract unless additional time is requested by the selected Bidder and approved by the Department.

**PART III KEY RFP EVENTS**

1. **Questions**
	1. **General Instructions:** It is the responsibility of all Bidders and other interested parties to examine the entire RFP and to seek clarification, in writing, if they do not understand any information or instructions.
		1. Bidders and other interested parties must use **Appendix E** – Submitted Questions Form – for submission of questions. The form is to be submitted as a WORD document.
		2. The Submitted Questions Form must be submitted, by e-mail, and received by the RFP Coordinator, identified on the cover page of the RFP, as soon as possible but no later than the date and time specified on the RFP cover page.
		3. Submitted Questions must include the RFP Number and Title in the subject line of the e-mail. The Department assumes no liability for assuring accurate/complete/on time e-mail transmission and receipt.
	2. **Question & Answer Summary:** Responses to all questions will be compiled in writing and posted on the following website no later than seven (7) calendar days prior to the proposal due date: [Division of Procurement Services RFP Page](https://www.maine.gov/dafs/bbm/procurementservices/vendors/rfps). It is the responsibility of all interested parties to go to this website to obtain a copy of the Question & Answer Summary. Only those answers issued in writing on this website will be considered binding.
2. **Amendments**

All amendments released in regard to the RFP will also be posted on the following website: [Division of Procurement Services RFP Page](https://www.maine.gov/dafs/bbm/procurementservices/vendors/rfps). It is the responsibility of all interested parties to go to this website to obtain amendments. Only those amendments posted on this website are considered binding.

1. **Submitting the Proposal**
	1. **Proposals Due:** Proposals must be received no later than 11:59 p.m. local time, on the date listed on the cover page of the RFP. E-mails containing original proposal submissions, or any additional or revised proposal files, received after the 11:59 p.m. deadline will be rejected without exception.
	2. **Delivery Instructions:** E-mail proposal submissions are to be submitted to the State of Maine Division of Procurement Services at Proposals@maine.gov.
		1. Only proposal submissions received by e-mail will be considered. The Department assumes no liability for assuring accurate/complete e-mail transmission and receipt.
		2. E-mails containing links to file sharing sites or online file repositories will not be accepted as submissions. Only e-mail proposal submissions that have the actual requested files attached will be accepted.
		3. Encrypted e-mails received which require opening attachments and logging into a proprietary system will not be accepted as submissions. Please check with your organization’s Information Technology team to ensure that your security settings will not encrypt your proposal submission.
		4. File size limits are 25MB per e-mail. Bidders may submit files separately across multiple e-mails, as necessary, due to file size concerns. All e-mails and files must be received by the due date and time listed above.
		5. Bidders are to insert the following into the subject line of their e-mail proposal submission: **“RFP# 202112197 Proposal Submission – [Bidder’s Name]”**
		6. Bidder’s proposal submissions are to be broken down into multiple files, with each file named as it is titled in bold below, and include:
* **File 1 [Bidder’s Name] – Preliminary Information:**

*PDF format preferred*

**Appendix A** (Proposal Cover Page)

**Appendix B** (Debarment, Performance and Non-Collusion Certification)

All required eligibility documentation stated in PART IV, Section I

* **File 2 [Bidder’s Name] – Organization Qualifications and Experience:**

*PDF format preferred*

**Appendix C** (Organization Qualifications and Experience Form) and all required information and attachments stated in PART IV, Section II.

* **File 3 [Bidder’s Name] – Proposed Services:**

*PDF format preferred*

All required information and attachments stated in PART IV, Section III.

* **File 4 [Bidder’s Name] – Cost Proposal:**

*PDF format preferred*

**Appendix D** (Cost Proposal Form) and all required information and attachments stated in PART IV, Section IV.

**PART IV PROPOSAL SUBMISSION REQUIREMENTS**

This section contains instructions for Bidders to use in preparing their proposals. The Department seeks detailed yet succinct responses that demonstrate the Bidder’s qualifications, experience, and ability to perform the requirements specified throughout the RFP.

The Bidder’s proposal must follow the outline used below, including the numbering, section, and sub-section headings. Failure to use the outline specified in PART IV, or failure to respond to all questions and instructions throughout the RFP, may result in the proposal being disqualified as non-responsive or receiving a reduced score. The Department, and its evaluation team, has sole discretion to determine whether a variance from the RFP specifications will result either in disqualification or reduction in scoring of a proposal. Rephrasing of the content provided in the RFP will, at best, be considered minimally responsive.

Bidders are not to provide additional attachments beyond those specified in the RFP for the purpose of extending their response. Additional materials not requested will not be considered part of the proposal and will not be evaluated. Include any forms provided in the submission package or reproduce those forms as closely as possible. All information must be presented in the same order and format as described in the RFP.

**Proposal Format and Contents**

**Section I Preliminary Information** (File #1)

* 1. **Proposal Cover Page**

Bidders must complete **Appendix A** (Proposal Cover Page). It is critical that the cover page show the specific information requested, including Bidder address(es) and other details listed. The Proposal Cover Page must be dated and signed by a person authorized to enter into contracts on behalf of the Bidder.

* 1. **Debarment, Performance and Non-Collusion Certification**

Bidders must complete **Appendix B** (Debarment, Performance and Non-Collusion Certification Form). The Debarment, Performance and Non-Collusion Certification Form must be dated and signed by a person authorized to enter into contracts on behalf of the Bidder.

**Section II Organization Qualifications and Experience** (File #2)

* 1. **Overview of the Organization**

Bidders must complete **Appendix C** (Qualifications and Experience Form) describing their qualifications and skills to provide the requested services in the RFP. Bidders must include three examples of projects which demonstrate their experience and expertise in performing these services as well as highlighting the Bidder’s stated qualifications and skills.

* 1. **Subcontractors**

If subcontractors are to be used, Bidders must provide a list that specifies the name, address, phone number, contact person, and a brief description of the subcontractors’ organizational capacity and qualifications.

* 1. **Organizational Chart**

Bidders must provide an organizational chart.  The organizational chart must include the project being proposed.  Each position must be identified by position title and corresponding to the personnel job descriptions.

* 1. **Litigation**

Bidders must attach a list of all current litigation in which the Bidder is named and a list of all closed cases that have closed within the past five (5) years in which the Bidder paid the claimant either as part of a settlement or by decree.  For each, list the entity bringing suit, the complaint, the accusation, amount, and outcome.

* 1. **Licensure/Certification**

Bidders may provide documentation of any applicable licensure/certification or specific credentials that are related to providing the proposed services of the RFP. This documentation may include:

* Naval Architect and Engineering accreditation
* American Welding Society
* American Boat & Yacht Council
	1. **Certificate of Insurance**

Bidders must provide a certificate of insurance on a standard ACORD form (or the equivalent) evidencing the Bidder’s general liability, professional liability and any other relevant liability insurance policies that might be associated with the proposed services.

**Section III Proposed Services** (File #3)

* 1. **Services to be Provided**

Discuss the Scope of Services referenced above in Part II of the RFP and what the Bidder will offer. Give particular attention to describing the methods and resources you will use and how you will accomplish the tasks involved. Also, describe how you will ensure expectations and/or desired outcomes as a result of these services will be achieved. If subcontractors are involved, clearly identify the work each will perform.

**Section IV Cost Proposal** (File #4)

* 1. **General Instructions**
		1. Bidders must submit a cost proposal that covers the period starting March 7, 2022 and ending on March 6, 2023.
		2. The cost proposal must include the costs necessary for the Bidder to fully comply with the contract terms, conditions, and RFP requirements.
		3. No costs related to the preparation of the proposal for the RFP, or to the negotiation of the contract with the Department, may be included in the proposal. Only costs to be incurred after the contract effective date that are specifically related to the implementation or operation of contracted services may be included.
	2. **Cost Proposal Form Instructions**

Bidders must fill out **Appendix D** (Cost Proposal Form), following the instructions detailed here and in the form. Failure to provide the requested information, and to follow the required cost proposal format provided, may result in the exclusion of the proposal from consideration, at the discretion of the Department.

**PART V PROPOSAL EVALUATION AND SELECTION**

Evaluation of the submitted proposals will be accomplished as follows:

1. **Evaluation Process - General Information**
	1. An evaluation team, composed of qualified reviewers, will judge the merits of the proposals received in accordance with the criteria defined in the RFP.
	2. Officials responsible for making decisions on the award selection will ensure that the selection process accords equal opportunity and appropriate consideration to all who are capable of meeting the specifications. The goals of the evaluation process are to ensure fairness and objectivity in review of the proposals and to ensure that the contract is awarded to the Bidder whose proposal provides the best value to the State of Maine.
	3. The Department reserves the right to communicate and/or schedule interviews/presentations with Bidders, if needed, to obtain clarification of information contained in the proposals received. The Department may revise the scores assigned in the initial evaluation to reflect those communications and/or interviews/presentations. Changes to proposals, including updating or adding information, will not be permitted during any interview/presentation process and, therefore, Bidders must submit proposals that present their rates and other requested information as clearly and completely as possible.
2. **Scoring Weights and Process**
	1. **Scoring Weights:** The score will be based on a 100-point scale and will measure the degree to which each proposal meets the following criteria.

**Section I. Preliminary Information (No Points)**

 Includes all elements addressed above in Part IV, Section I.

**Section II. Organization Qualifications and Experience (30 points)**

Includes all elements addressed above in Part IV, Section II.

**Section III. Proposed Services (30 points)**

Includes all elements addressed above in Part IV, Section III.

**Section IV. Cost Proposal (40 points)**

Includes all elements addressed above in Part IV, Section IV.

* 1. **Scoring Process:** For proposals that demonstrate meeting the eligibility requirements in Section I, the evaluation team will use a consensus approach to evaluate and score Sections II & III above. Members of the evaluation team will not score those sections individually but, instead, will arrive at a consensus as to assignment of points for each of those sections. Sections IV, the Cost Proposal, will be scored as described below.
	2. **Scoring the Cost Proposal:** The total cost proposed for conducting all the functions specified in the RFP will be assigned a score according to a mathematical formula. The lowest bid will be awarded 40 points. Proposals with higher bids values will be awarded proportionately fewer points calculated in comparison with the lowest bid.

The scoring formula is:

(Lowest submitted cost proposal / Cost of proposal being scored) x (40) = pro-rated score

No Best and Final Offers: The State of Maine will not seek or accept a best and final offer (BAFO) from any Bidder in this procurement process.  All Bidders are expected to provide their best value pricing with the submission of their proposal.

* 1. **Negotiations:** The Department reserves the right to negotiate with the awarded Bidder to finalize a contract. Such negotiations may not significantly vary the content, nature or requirements of the proposal or the Department’s Request for Proposal to an extent that may affect the price of goods or services requested. The Department reserves the right to terminate contract negotiations with an awarded Bidder who submits a proposed contract significantly different from the proposal they submitted in response to the advertised RFP. In the event that an acceptable contract cannot be negotiated with the highest ranked Bidder, the Department may withdraw its award and negotiate with the next-highest ranked Bidder, and so on, until an acceptable contract has been finalized. Alternatively, the Department may cancel the RFP, at its sole discretion.
1. **Selection and Award**
	1. The final decision regarding the award of the contract will be made by representatives of the Department subject to approval by the State Procurement Review Committee.
	2. Notification of conditional award selection or non-selection will be made in writing by the Department.
	3. Issuance of the RFP in no way constitutes a commitment by the State of Maine to award a contract, to pay costs incurred in the preparation of a response to the RFP, or to pay costs incurred in procuring or contracting for services, supplies, physical space, personnel or any other costs incurred by the Bidder.
	4. The Department reserves the right to reject any and all proposals or to make multiple awards.
2. **Appeal of Contract Awards**

Any person aggrieved by the award decision that results from the RFP may appeal the decision to the Director of the Bureau of General Services in the manner prescribed in [5 M.R.S.A. § 1825-E](http://www.mainelegislature.org/legis/statutes/5/title5sec1825-E.html) and [18-554 Code of Maine Rules Chapter 120](https://www.maine.gov/dafs/bbm/procurementservices/policies-procedures/chapter-120).  The appeal must be in writing and filed with the Director of the Bureau of General Services, 9 State House Station, Augusta, Maine, 04333-0009 within 15 calendar days of receipt of notification of conditional contract award.

**PART VI CONTRACT ADMINISTRATION AND CONDITIONS**

1. **Contract Document**
	1. The awarded Bidder will be required to execute a State of Maine Service Contract with appropriate riders as determined by the issuing department.

The complete set of standard State of Maine Service Contract documents, along with other forms and contract documents commonly used by the State, may be found on the Division of Procurement Services’ website at the following link: [Division of Procurement Services Forms Page](https://www.maine.gov/dafs/bbm/procurementservices/forms)

* 1. Allocation of funds is final upon successful negotiation and execution of the contract, subject to the review and approval of the State Procurement Review Committee. Contracts are not considered fully executed and valid until approved by the State Procurement Review Committee and funds are encumbered. No contract will be approved based on an RFP which has an effective date less than fourteen (14) calendar days after award notification to Bidders. (Referenced in the regulations of the Department of Administrative and Financial Services, [Chapter 110, § 3(B)(i)](https://www.maine.gov/dafs/bbm/procurementservices/policies-procedures/chapter-110).)

This provision means that a contract cannot be effective until at least 14 calendar days after award notification.

* 1. The State recognizes that the actual contract effective date depends upon completion of the RFP process, date of formal award notification, length of contract negotiation, and preparation and approval by the State Procurement Review Committee. Any appeals to the Department’s award decision(s) may further postpone the actual contract effective date, depending upon the outcome. The contract effective date listed in the RFP may need to be adjusted, if necessary, to comply with mandated requirements.
	2. In providing services and performing under the contract, the awarded Bidder must act as an independent contractor and not as an agent of the State of Maine.
1. **Standard State Contract Provisions**
	1. Contract Administration

Following the award, a Contract Administrator from the Department will be appointed to assist with the development and administration of the contract and to act as administrator during the entire contract period. Department staff will be available after the award to consult with the awarded Bidder in the finalization of the contract.

* 1. Payments and Other Provisions

The State anticipates paying the Contractor on the basis of net 30 payment terms, upon the receipt of an accurate and acceptable invoice. An invoice will be considered accurate and acceptable if it contains a reference to the State of Maine contract number, contains correct pricing information relative to the contract, and provides any required supporting documents, as applicable, and any other specific and agreed-upon requirements listed within the contract that results from the RFP.

**PART VII LIST OF RFP APPENDICES AND RELATED DOCUMENTS**

**Appendix A** – Proposal Cover Page

**Appendix B** – Debarment, Performance, and Non-Collusion Certification

**Appendix C** – Qualifications and Experience Form

**Appendix D** – Cost Proposal Form

**Appendix E** – Submitted Question Form

**Appendix F** – Technical Specifications and Equipment Requirements Form

**APPENDIX A**

**State of Maine**

**Department of Agriculture, Conservation & Forestry**

**PROPOSAL COVER PAGE**

**RFP# 202112197**

**22 Foot Buoy Tender**

|  |  |
| --- | --- |
| **Bidder’s Organization Name:** |  |
| **Chief Executive - Name/Title:** |  |
| **Tel:** |  | **E-mail:** |  |
| **Headquarters Street Address:** |  |
| **Headquarters City/State/Zip:** |  |
| ***(Provide information requested below if different from above)*** |
| **Lead Point of Contact for Proposal - Name/Title:** |  |
| **Tel:** |  | **E-mail:** |  |
| **Headquarters Street Address:** |  |
| **Headquarters City/State/Zip:** |  |

* This proposal and the pricing structure contained herein will remain firm for a period of 180 days from the date and time of the bid opening.
* No personnel currently employed by the Department or any other State agency participated, either directly or indirectly, in any activities relating to the preparation of the Bidder’s proposal.
* No attempt has been made, or will be made, by the Bidder to induce any other person or firm to submit or not to submit a proposal.
* The above-named organization is the legal entity entering into the resulting contract with the Department if they are awarded the contract.
* The undersigned is authorized to enter contractual obligations on behalf of the above-named organization.

*To the best of my knowledge, all information provided in the enclosed proposal, both programmatic and financial, is complete and accurate at the time of submission.*

|  |  |
| --- | --- |
| **Name (Print):** | **Title:** |
| **Authorized Signature:** | **Date:** |

**APPENDIX B**

**State of Maine**

**Department of Agriculture, Conservation & Forestry**

**DEBARMENT, PERFORMANCE, and NON-COLLUSION CERTIFICATION**

**RFP# 202112197**

**22 Foot Buoy Tender**

|  |  |
| --- | --- |
| **Bidder’s Organization Name:** |  |

*By signing this document, I certify to the best of my knowledge and belief that the aforementioned organization, its principals and any subcontractors named in this proposal:*

1. *Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.*
2. *Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:*
	1. *Fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state, or local government transaction or contract.*
	2. *Violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.*
3. *Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification.*
4. *Have not within a three (3) year period preceding this proposal had one or more federal, state, or local government transactions terminated for cause or default*.
5. *Have not entered into a prior understanding, agreement, or connection with any corporation, firm, or person submitting a response for the same materials, supplies, equipment, or services and this proposal is in all respects fair and without collusion or fraud. The above-mentioned entities understand and agree that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards.*

|  |  |
| --- | --- |
| **Name (Print):** | **Title:** |
| **Authorized Signature:** | **Date:** |

**APPENDIX C**

**State of Maine**

**Department of Agriculture, Conservation & Forestry**

## QUALIFICATIONS and EXPERIENCE FORM

**RFP# 202112197**

**22 Foot Buoy Tender**

|  |  |
| --- | --- |
| **Bidder’s Organization Name:** |  |

|  |
| --- |
| **Present a brief statement of qualifications. Describe the history of the Bidder’s organization, especially regarding skills pertinent to the specific work required by the RFP and any special or unique characteristics of the organization which would make it especially qualified to perform the required work activities. You may expand this form and use additional pages to provide this information.** |
|  |

**APPENDIX C (continued)**

|  |
| --- |
| **Provide a description of projects that occurred within the past five years which reflect experience and expertise needed in performing the functions described in the “Scope of Services” portion of the RFP. For each of the project examples provided, a contact person from the client organization involved should be listed, along with that person’s telephone number and e-mail address. Please note that contract history with the State of Maine, whether positive or negative, may be considered in rating proposals even if not provided by the Bidder.** |

|  |
| --- |
| **Project One** |
| **Client Name:** |  |
| **Client Contact Person:** |  |
| **Telephone:** |  |
| **E-Mail:** |  |
| **Brief Description of Project** |
|  |

|  |
| --- |
| **Project Two** |
| **Client Name:** |  |
| **Client Contact Person:** |  |
| **Telephone:** |  |
| **E-Mail:** |  |
| **Brief Description of Project** |
|  |

**APPENDIX C (continued)**

|  |
| --- |
| **Project Three** |
| **Client Name:** |  |
| **Client Contact Person:** |  |
| **Telephone:** |  |
| **E-Mail:** |  |
| **Brief Description of Project** |
|  |

**APPENDIX D**

**State of Maine**

**Department of Agriculture, Conservation & Forestry**

**COST PROPOSAL FORM**

**RFP# 202112197**

**22 Foot Buoy Tender**

|  |  |
| --- | --- |
| **Bidder’s Organization Name:** |  |
| **Proposed Cost:** | **$**  |

|  |  |
| --- | --- |
| **Base Equipment Package:** | **$** |
| **Hull, Helm Console, Bimini Top, Leaning Post with Aft-Facing Seat, Side Dive Door, Tanks, Hardware, Navigation Lights, Bilge Pumps, and additional base equipment** |  |
| **Propulsion Package:**  | **$** |
| **2 Yamaha VMAXSHO 115 HP, 1.8L, Inline 4 cylinder outboards, Rigging, Harnesses, Instrumentation, and Steering System** |  |
| **Jabsco #82906-0092, 6 GPM Washdown System** | **$** |
| **Marine Navigation Electronics Package:**  | **$** |
| **Installation of State Supplied GPS/Chart Display, Sonar Display, GPS Antenna, and Transom Mount Transducer with Electrical Connections to Helm Accessory Panel** |  |
| **12 Volt Bow Thruster** | **$** |
| **Lenco #15001-101 Trim Tabs with Lenco #15170-001 Rocker Control Switches** | **$** |
| **Navigational Aids Equipment:** | **$** |
| **Wiring for Davit, Female Davit Socket with Replaceable Delrin or UHMW Bearing Material, Installation of State Supplied Radial Arm Davit** |  |
| **Fuel, Lubricants, Fluids, and Batteries** | **$** |
| **Boatmaster Tandem Axle Trailer** | **$** |
| **Transportation and Delivery** | **$** |
| **All Other:** | **$** |
| **Total**  | **$** |

 **APPENDIX E**

**State of Maine**

**Department of Agriculture, Conservation & Forestry**

**SUBMITTED QUESTIONS FORM**

**RFP# 202112197**

**22 Foot Buoy Tender**

|  |  |
| --- | --- |
| **Organization Name:** |  |

|  |  |
| --- | --- |
| **RFP Section & Page Number** | **Question** |
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*\* If a question is not related to any section of the RFP, state “N/A” under “RFP Section & Page Number”.*

*\*\* Add additional rows, if necessary.*

**APPENDIX F**

**State of Maine**

**Department of Agriculture, Conservation & Forestry**

**TECHNICAL SPECIFICATIONS AND EQUIPMENT REQUIREMENTS**

**RFP# 202112197**

**22 Foot Buoy Tender**

Prepared by Response Marine, Inc.

11/2/21

**OVERVIEW**

The State of Maine Department of Agriculture, Conservation & Forestry (Department) requires a nominally 22’x7’, custom design, welded aluminum buoy tender built according to specifications set forth herein and generally per the attached drawing. This requirement includes installation of specialized equipment for lifting weights up to 300 pounds and navigation equipment, some of which will be furnished by the Department.

This new buoy tender will replace the existing custom-built fiberglass vessel that was built for the Department in 1986. It will provide a safe, stable and efficient platform for the Department’s on-going buoy and waterway maintenance operations that include over 2,400 buoys on over 40 bodies of water.

Department personnel require up to two (2) site visits/month (not including sea trials) to the boat builder in order to review equipment installations, inspect progress of work, and discuss other potential issues with the builder. Additionally, the side dive door shall be fabricated after initial sea trials during which time the davit and door operation shall be optimized by the boat builder and the Department. To facilitate this collaboration, the selected builder must be located within 120 miles one-way driving distance from Richmond, Maine. The builder shall provide access and personnel for these site visits. The Department shall give builder seven (7) days’ notice before all inspection trips. Builder shall deliver the vessel no later than nine months after the award of the contract.

**DRAWINGS**

****

**SPECIFICATIONS**

**1.0 GENERAL**

|  |  |
| --- | --- |
| Hull Type: | Modified Vee with approximate deadrise angles of 15° transom, 22° at station 4, and 43° cutwater |
| Hull Length Overall: |  22’ 3 ½” not including rails |
|  Hull Beam Overall: |  7’ 1 5/8” not including rub rails(not to exceed 7’5” with rub rails) |
| Power:  | Twin Outboard, 115 HP each |
| Reference Drawings: | Response Marine Design #622, all dated 11/3/21-PB-1; Outboard Profile & Plan-PB-2; Inboard Profile & Plan-PB-3; Dimensioned Profile & Plan-PB-4; Body Plan & Typical Section |

1.1 BOAT BUILDER MINIMUM REQUIREMENTS

* Builder shall have a successful track record of at least 100 vessels built.
* Builder shall employ ABYC certified technicians in all relevant disciplines
* All welding to be performed by AWS D1.2 certified welders. Performance qualification record (PQR) for all, build specified, aluminum alloys to have been tested and approved by independent testing laboratory.
* All welds to be inspected by AWS certified welding inspector
* Builder shall have and maintain a certified quality management system (QMS). Preference shall be given to suppliers who have a QMS certified to the current revision of ISO9001
* Builder shall provide a 10-year warranty on the welded aluminum structure of the hull and deck.

1.2 DESIGN

The specified design is Response Marine #622. Construction drawings and a single use of numerical control (NC) cutting files will be available directly from Response Marine, Inc. The cost of the construction drawings and use of the NC cutting files shall be the responsibility of the builder.

Drawings and information supplied to the builder will include the following:

1. Outboard Profile & Plan
2. Inboard Profile & Plan
3. End Views
4. Construction information and drawings to include:
5. Keel Drawing
6. Frame Drawings (each transverse frame)
7. Hull & Deck Plating
8. Bottom & Deck Stringer Layouts
9. Topsides Stringer layouts
10. Deck Margin Plate Layout
11. Side Deck & Coaming Layouts
12. Foredeck Layout
13. Transom Drawing
14. Engine Splashwell Drawing
15. Gasoline Fuel Tank Shell Drawings
16. Helm Console Shell Drawing
17. Lean Post/Seat Shell Drawing
18. Thruster Tube & Fairing (if relevant)
19. Keel & Chine Doublers
20. Side Dive Door
21. Forming information, as applicable
22. Aluminum Stock & Parts Lists
23. Weight & Center of Gravity spreadsheet
24. NC part files for all hull, structural parts and plating (except extrusions) as well as the fuel tank, lean post & helm console shall be available from Response Marine to send (un-nested) to the cutting service of the builder.

The builder shall be responsible for design and installation details of all non-structural hull and deck components, outfitting systems and equipment, and related fabrications. The vessel and all outfitting equipment, rigging, and systems shall be in accordance with American Boat Yacht Council (ABYC) Standards and United States Coast Guard (USCG) 33 CFR , and 46 CFR, as applicable.

The email contact for Response Marine, Inc. is Bill Lincoln, boats@responsemarine.com.

**2.0 CONSTRUCTION**

The vessel shall be of all welded aluminum construction featuring both transverse and longitudinal framing. All hull parts, main hull structural parts and deck parts shall be CAD designed, CAD lofted, and NC cut. Hull structural members shall have interlocking, NC cut notches to ensure correct alignment and structural integrity.

There shall be two watertight bulkheads. Other frames may be frames or bulkheads. Scantlings shall be per the following table:

|  |  |  |
| --- | --- | --- |
| Item | Dimension |  Alloy |
| Keelson | .375" x 4.5” NC Cut Plate | 5086 H116 |
| Transverse Bottom Frames |  5" x .190” w/ formed or welded1.5" x .190 Flange | 5086 H1166061 T6 |
| Bulkheads | .190" Sheet | 5086 H116 |
| Longitudinals- Bottom | 3.5” x .25" NC Cut Flat Bar | 5086 H116 |
| Longitudinals- Deck | 1.5" x .188” Sq. Tube | 6061 T6 |
| Longitudinals- Topsides, forward | 3" x .25"NC Cut Flat Bar | 5086 H116 |
| Longitudinals- Topsides, aft | 4" x 1.5” x .190” formed angle(shelf stringer) | 5086 H116 |
| Bottom Plating  | .250" Plate | 5086 H116 |
| Chine Bar | .250" Plate | 5086 H116 |
| Topside Plating | .190" Sheet | 5086 H116 |
| Transom | .375" Plate | 5086 H116 |
| Working Deck | .190" Sheet | 5086 H116 |
| Side & Fore Decks | .190" Sheet | 5086 H116 |
| Side Deck & 3” Coaming in Cockpit | .190" Plate | 5086 H116 |
| Fuel Tank | .190" Sheet | 5052 H32 |
| Helm Console & Lean Post | .125” & .190” Sheet | 5052 H32 |
|  |  |  |
| Pipe & Tubing | Primarily Schedule 40 | 6061 & 6063 T6 |

5083 alloy may be substituted for 5086. All 5083 and 5086 material shall be certified to ASTM B928, marine. All hull skin and structural welds shall be made with “pulse on pulse” welding.

Beds, knees and other heavy-duty reinforcements shall be provided in areas of high stress such as engines and lifting areas.

Welding- Pulsed MIG, and TIG processes using 5356 filler wire. All underwater seams shall be continuously welded inside and outside. All non-watertight frames and stiffeners shall be welded staggered intermittent. All watertight bulkheads and compartments shall be fully welded on at least one side and may be stitched on the opposite side.

**3.0 FUEL & PROPULSION**

3.1 FUEL

Gasoline fuel capacity shall total 129 gallons, net of EPA ullage, in a single aluminum tank constructed per USCG and ABYC standards as well as the current EPA standards for evaporative emissions. Tank shall be located near the vessel's normal operating longitudinal center of gravity (LCG). All hoses shall be USCG approved. The tanks shall be fitted with a WEMA style (reed type) fuel level sending unit wired to digital gauge at console, using NMEA 2000 communications protocol. There shall be valved pick-up fittings at the tank for each engine. Pick-up valves and sending unit shall be easily accessible from the cockpit deck.

Fuel fill shall be located on the starboard side gunwale, and the fuel vent shall be located on the port side.

3.2 PROPULSION

The vessel shall include twin 115 HP,1.8L, in-line 4 cylinder, Yamaha VMAXSHO outboards. The in-line, 4 cylinders are requireddue to lighter weight and fuel efficiency at lower speeds. Engines shall be 20” shafts and installed 30” center to center. Engine installation shall include the following:

* Teleflex PRO steering system, or equal, manual hydraulic, with tilt helm and 16” flat dish, stainless steel wheel.
* Yamaha primary fuel filters (one per engine) with supply plumbing from tank. Fuel filters shall be sized to engine manufacturer recommendations and shall be mounted under the side gunnels, aft near transom, with removable plate guard protecting the filters from inadvertent impact and line fouling.
* Mechanical throttle & shift controls.
* Yamaha digital multi-function gauges, key and kill switches and harnesses for each engine.
* Fuel Gauge shall be integrated with the engine gauges.
* Engine manufacturer propellers, aluminum, confirmed to match engine manufacturer recommended RPM with vessel loaded in the normal operating condition.

**4.0 SUPERSTRUCTURE**

4.1 Helm Console

Welded aluminum fabrication, nominally 32” wide x 29” long x 35” tall with integral stowage. Stowage access shall be provided by weathertight hatches in the aft and forward panels. Console shall include .25” polycarbonate, tinted windscreen as well as a custom dash arrangement to accommodate en­gine gauges and controls, trim tab controls, switch and breaker panels, and electronic accessories. Detailed design and layout of console to be approved by ACF.

Console shall hinge forward to provide at least 24” square opening in the deck for routine service access to below-deck equipment and rigging. In the down position, the console/deck seal shall be watertight and securely latched or bolted.

4.2 Leaning Post with aft-facing Seat

Nominally, 32” wide x 27” long with cushioned leaning post, cushioned seat bottom and integral stowage. Cushions shall be marine grade foam and fabric, secured with Velcro type strips. Stowage shall include the following:

* Shelf w/ 2” lips under the forward leaning post
* Full length drawer in aft face below seat. Drawer face to have 1” clearance above deck.
* Full length bin above drawer accessed through hinged seat with drain gutters and weather seal.

**5.0 AUXILIARY SYSTEMS & EQUIPMENT**

5.1 BILGE AREAS & PUMPS

The vessel shall be outfitted with two electric, 1100 GPH bilge pumps with integral strainers and float switches for manual and automatic operation. Pumps shall be Rule 1100B, or equal. Manual operation shall be controllable from the dash panel and shall include indicator lights.

Bilge discharge hose shall be heavy duty, Shields 250 Series, or equal. Hoses shall be looped as high as possible under the gunnel deck and shall be double clamped with Awab, or equal, non-perforated 316 stainless steel clamps.

5.2 Davit & Winch

ACF shall provide a nominally 3” aluminum pipe Radial Arm Davit with 39” working reach, 43 ½” eye clearance above the gunnel & 300# capacity. ACF shall provide the Davit completely rigged with 12 volt capstan winch installed. Builder shall provide appropriate, circuit protected, wiring to the winch as well as a female davit socket with replaceable Delrin or UHMW bearing material. Davit and socket shall provide for locking in at least two positions; 90 degrees outboard and 0 degrees aft. Davit socket shall be approved by ACF prior to installation.

5.3 WASHDOWN SYSTEM

Jabsco #82906-0092, or equal, 6 GPM washdown pump kit with in-line filter. Pump shall be installed in the helm console. Plumbing shall include welded aluminum clamshell strainer on the outside of the hull, and a stainless steel sea valve at the hull inlet, with full flow I.D. of 1”. Suction side hoses to be Shields 250 Series, or equal, double clamped with Awab, or equal, non-perforated 316 stainless steel clamps. Discharge fitting shall be in cockpit deck riser, outboard (starboard) of the helm console, and shall be a Jabsco #31911-000, or equal, quick-connect type.

5.4 BOW THRUSTER

The forefoot shall be fit with a 12 volt bow thruster, permanently installed per manufacturer specifications. The aluminum thruster tube installation shall include a welded aluminum external fairing on the forward side to provide protection and smooth water flow at the vessel’s operational speeds.

The thruster shall be Lewmar #110TT or Sleipner/Sidepower #SE25/110S. The installation shall be easily accessible for inspection and maintenance and shall include a touch panel control at the helm.

5.5 SIDE DIVE DOOR

The port hull topsides shall include a removable side door just aft of the davit located so that the davit load swings through the center of the door opening. The expected door opening shall be 36” wide with the bottom of the opening 6” above the cockpit deck. Door shall remove vertically and shall be captive and watertight when in place. Final door dimensions and location shall not be determined until preliminary sea trials during which davit operation shall be tested to optimize the door details.

**6.0 ELECTRICAL SYSTEM**

6.1 BATTERY SYSTEM

The vessel shall be outfitted with two batteries each of which shall be Group 31 marine batteries (Absorbed Glass Mat, maintenance free). Batteries shall be dedicated as follows:

* Port engine, with dedicated switch and main breaker (or fuse) to supply the thruster and auto reset breaker to supply the davit winch.
* Starboard engine, with dedicated switch and main breaker to supply the accessory panel.
* Additionally, the Starboard engine switch shall have an emergency parallel position for paralleling the two batteries.

The bilge pump circuit shall be wired directly from the starboard engine battery, with a dedicated main breaker at the battery such that this circuit may be hot when all battery switches are in the “Off” position. Batteries, main circuit protection and all battery switches shall be located in protective enclosures.

6.2 ACCESSORY SYSTEM

The vessel shall be outfitted with a dash-mounted switch/circuit breaker panel providing individually over-current protected and labeled circuits, including several spares. The panel shall be easily operable from the helm position and shall be backlit and include LED indicator lights.

The vessel shall be outfitted with a dash-mounted electrical panel providing switching and/or circuit protection as indicated below. Panels & components shall be backlit with LED “on” indicator lights and shall be weatherproof such as Paneltronics waterproof panels, or similar. The panel shall be easily operable from the helm position.

* Circuits with both switching and circuit breaker protection shall include the following:
	+ Bilge Pump- Aft, manual switch
	+ Bilge Pump- Fwd, manual switch
	+ Nav Lts; running/anchor
	+ Washdown Pump
	+ 12 v outlets
	+ Spare
	+ Spare
* Circuits with circuit protection only shall include the following:
	+ Trim Tabs (switched at trim tab rocker panel)
	+ Chart Display (switched at display)
	+ Sonar Display (switched at display)
	+ Horn (push button switch at dash)

On circuits which require fuse protection instead of circuit breaker protection, the appropriate fuses shall be mounted and labelled in this same panel.

All Panel layouts, labelling and locations shall be approved, on site, by ACF personnel prior to finalizing.

6.3 ACCESSORIES

Vessel shall be outfitted with the following 12V electrical accessories.

|  |  |
| --- | --- |
|  |  |
| Bilge Pumps: | (2) Rule RM1100B, or equal  |
| Compass: | Ritchie SS1002 w/ light, or equal |
| Horn: | AFI Dual Trumpet 12vDC Air Horn (#10106), or equal. Stainless Steel. |
| Navigation Lights: | Port; Starboard; Pole/Anchor, each to be LED and comply with USCG Navigation Rules. |
| Outlets: | (1) 12 volt, at helm to include 12 volt receptacle and dual USB charger. |
| Trim Tabs: | Lenco #15001-101, or equal, 9” long x 12” wide, 12 volt, non-hydraulic. Lenco # 15170-001, or equal rocker control switches to be mounted at helm and to include LED position indicator and auto retraction. Tabs shall be mounted on channels at the transom such that there are no thru-hull fasteners. Metallic tab mounting surfaces shall be isolated from the hull. |
| Navigation Electronics: | One GPS/chart display and one sonar display with required accessories and harnesses shall be furnished by ACF for installation by the builder. Builder installation shall include electrical connections from the components to the helm accessory panel, mounting and hook-up of the two displays, one GPS antenna, and one transom mount transducer.  |

**7.0 OUTFITTING EQUIPMENT & HARDWARE**

The vessel shall be outfitted with the following:

|  |  |  |
| --- | --- | --- |
| Hull & Deck Equip.: |  | * 8” Aluminum Cleats. (6) Welded to side and fore decks, aft, spring, and bow. Fraser Bronze DC-08S or equal.
 |
|  |  | * Anodes. (2) Transom-mounted magnesium anodes, Martyr #CMDIVERMINI, or equal, mounted on brackets off the transom with no fasteners into the hull.
 |
|  |  | * Bimini Top. Nominally 5’ long x 6’ wide. Constructed with heavy-duty, white, marine fabric and stainless steel tubing. Top shall hinge forward to nest on the gunwales and shall be secure in both the up and down positions. In the up position, the top shall extend from the console seatback to 6” forward of the console windshield.
 |
|  |  | * Bow Eye. Aluminum Fabrication welded to, or integral with, keel at stem. Sufficient structure and hole sizes for trailer winch and safety cable.
 |
|  |  | * Cockpit Deck Matting. Removable, perforated rubber Anti-Fatigue Matting at entire cockpit deck.
 |
|  |  | * Chafing Doubler. ¾ section of 1” diameter solid rod welded to the outer chine with tapered ends. Rod shall be 96” long, with the forward end 24” forward of the davit socket.
 |
|  |  | * Davit Socket. (1) through cockpit side decks (or just inboard of side decks) and run to cockpit deck. Delrin or UHMW internal bearing surface with a net I.D. to accommodate a 3” O.D. davit. Davit to be furnished by ACF. Positioning details to be provided during construction by ACF.
 |
|  |  | * Hauling Eye. Heavy duty eye used as load point for dislodging and maneuvering 300# buoy anchors. ½” aluminum plate with 1 ½” diameter eye located at sheerline, aft of davit socket & forward of the dive door. Eye shall be reinforced to hull skin and structure.
 |
|  |  | * Grounding Doublers. 4” x .250” welded 5086 aluminum alloy exterior doubler on each side of keel at forefoot. Doublers shall be 120” long and run aft from chine/stem intersection.
 |
|  |  | * Rub Rail. 2” Rubber “D” running full length each side, Johnson DB-50, or equal. Topside plate shall include a sheerguard knuckle in the forward sections that holds the rub rail vertical at the bow and fairs into the rake of the hull forward of midships. Rubrail wraps around the bow and the transom ends are capped with DB-51 molded end cap.
 |
|  |  | * Rub Strakes, port side only. 2” rubber D as above. Three runs nominally 10’ long from transom to 6” past the davit centerline. Ends shall be capped with DB-51 end caps.
 |
|  |  | * Scuppers. Scupper tubes with transom flaps shall be provided for drainage of self-bailing cockpit, port & starboard.
 |
|  |  | * Transom Tow Eyes. Aluminum eyes with 1” holes suitable for towing, welded to transom, outboard of the engines, port and starboard. Location and design to be approved on-site by ACF.
 |
| Rails: |  | * Safety Railings. Fabricated with 1” schedule 40 aluminum pipe welded gunwale top, generally per Response Marine drawing #622-P1, with low/high rail on starboard side and low rail on port side. Exact layout to be approved on site by ACF.
 |
|  |  | * Hand Rails. Fabricated with 1” schedule 40 aluminum pipe welded at console & windscreen perimeter and across leaning post top.
 |
|  |  |  |
| Stowage & Access: |  | * Deck Plates:
	+ Bomar # C4808, or equal, 8” cast aluminum deck plate over the fuel tank supply fittings and sending unit. Others shall be required as necessary for frequent access for below deck inspection or service.
	+ Other inspection plates shall be fabricated aluminum, flush plates secured with stainless steel machine screws. Several rings and disks, plus spares, shall be included in the existing NC parts package for these items. NC deck parts shall include cutouts and marks for these deck plates, though it may be necessary for the builder to hand cut additional holes.
 |
|  |  | * Rigging Tubes. All rigging tubes shall be left with a poly rope for future cable or hose runs.
 |

**8.0 PAINT & GRAPHICS**

Unpainted, uniform, mill or bead blast finish except for the following:

* Gunwale Decks and Cockpit Decks shall be painted non-skid, gray with epoxy primer and polyurethane or polysiloxane top coat.

**9.0 FINAL OUTFITTING & SEA TRIALS**

9.1 Trailer

In order to maintain consistency with existing ACF equipment and to ensure suitability for the rigors of daily on-road and off-road transport of the vessel, the trailer shall be a Boatmaster tandem axle trailer, constructed and outfitted as follows:

* 7,000# GVWR
* 5,800 # net carrying capacity
* 6.5" Aluminum I Beam Construction
* 3500lb Galvanized Dura-Flex Torsion Axles
* Steel Caliper/ Steel Rotor 2 Axle Disc Brakes
* Surge Brake Actuator W/ 2 5/16" Ball Coupler
* ST205/75R14 Radial LR C Tires
* 14" 5 on 4.5 Galvanized Spoke Wheels
* Powerwinch 912, 12 volt winch on Aluminum Winch Stand
* 5K A Frame Type Jack w/ Foot
* SAFE-T-LUBE Lubrication System
* U.S. Made Timken Bearings & Air-Tight Seals
* All F593 Stainless Steel Fasteners
* Diamond Plate Fenders 300lb Live Load.
* Polymer, Roller and Guides in V Assembly
* ST205/75R14 Spare Tire on Aluminum Mount
* LED Lights (Double Jacketed Watertight Sys)
* Upright Guide Poles W/ Black PVC
* Galvanic barrier corrosion protection

9.2 DOCUMENTATION

* Boat Builder Manuals
* As built drawings in digital and paper format of the vessel (profile & plan views) with weight and hydrostatics information
* Wiring Diagram for entire 12 volt system including panels and all circuit switching and protection
* Component manufacturer manuals with appropriate model numbers highlighted
* Completed component warranty cards
* Certification that engine installations have been approved by authorized dealers and warranties have been registered.

9.3 PRELIMINARY TRIALS

Preliminary trails shall be performed with ACF personnel for the purpose of determining the final side dive door location and dimensions. Preliminary trials shall consist of up to two hours on the water with the boat fully operational and loaded by ACF with pertinent gear and equipment for the purpose of the trials. Builder shall be responsible for the safe operation of the trials and shall provide the vessel with half fuel and a qualified boat operator for extent of the trials.

9.4 ACCEPTANCE TRIALS

Builder shall perform vessel acceptance trials. Acceptance trials shall consist of up to four hours on the water at or near the builder’s facility. During trials, all specifications in this document shall be verified and all equipment and systems of the vessel shall be fully functioning. The vessel systems and equipment, including trailering, launching and retrieval, shall be demonstrated to the satisfaction of ACF representatives. Prior to trials, ACF shall be given access to the vessel in order to load and install any ACF equipment that is pertinent to trialing the vessel in its normal operating condition.

Final acceptance shall be upon satisfactory delivery to ACF. Delivery and Final Acceptance shall be at the ACF facility in Richmond, Maine:

Bureau of Parks and Lands

Boating Facilities Division

1009 Brunswick Road

Richmond, ME 04357